

COUNTRY	East Germany	REPORT NO.	
TOPIC	Laerz Airfield		
EVALUATION		25X1	
DATE OF CONTENT	2 to 24 October 1952		
DATE OBTAINED		25X1	
REFERENCES		E PREPARED	24 November 1952
PAGES	2	ENCLOSURES (NO. & TYPE)	1 - sketch on ditto
REMARKS			

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25X1

1. During the period from 3 through 9 October 1952, flying was observed at Laerz airfield at the following times:

3 October	from 8 a.m. to 2 p.m.
4 "	" 7:30 a.m. to 2 p.m.
6 "	" 7:30 a.m. to noon
8 "	" 8 a.m. to 5 p.m.
9 "	" 8:30 a.m. to 5 p.m.

On 10 and 11 October, there was no flying; the weather was rainy.

2. On 24 October, 46 MiG-15 or type 29 planes were counted at the field. 1 Yak-11, a Li-2, and 2 Yak-11s were also observed at the installation, [redacted] were identified on MiG-15s.¹
3. During the period from 13 through 25 October, the 6 planes of the alert flight were continuously parked within the southeastern curve of the taxiway, while during previous weeks they had usually been observed south of the apron on the south side of the field. It was occasionally observed that some of the alert planes participated in the flying activity. However, except for one time when only two alert planes were observed at the field no less than four alert planes remained available in the parking lot reserved for the alert flight. Some of the alert planes were covered with tarpaulins. The alert planes were not removed from their parking site at night. Source did not observe that the engines of the alert planes were started regularly. However, on several evenings in September he noticed that some engines were started without subsequently observing flying activity.²
4. Source has not observed that the jet fighters at the field were moored as was noticed with the biplanes parked near the flight control station. The three wheels of the parked jet fighters were secured by brake blocks. It appeared that these brake blocks were also placed at the rear sides of the wheels. The engines were started by means of starting devices. Only once was it observed that such a device was not being used when the pilots were being changed.
5. A two-story stone building, 9x13 meters, which was probably designed to serve as guardhouse was under construction 200 meters north of the fuel dump, about 20 meters distant from the road leading to this dump. Aircraft revetments were being built on both sides of the taxiway between the road to the fuel dump and the southeastern curve of the taxiway, about 20 meters distant from the taxiway. Ten such

CLASSIFICATION SECRET

25X1

- 2 -

25X1 revetments were completed on the north side and two on the south side of the taxiway. Further aircraft revetments were under construction there. A road was being built from the taxiway to Hill 74. The spur of this hill were being levelled. Twenty-two old hardstands between forest districts [redacted] were being reconditioned and surrounded by revetments. The six German bunkers and temporary roads previously available in forest districts No 272 and 274 had been dismantled a long time ago.

6. Since early October, source has observed that the aircraft which had landed, switched off their engines at the eastern or western apron of the runway. From there they were towed by jeeps either to the take-off point or to the aircraft dispersal areas. Source observed that parked swept-back fighters whose wings were supported by props were being checked while their engines were running. The landing gear was extended and retracted several times.
7. The Hetzow-Mirow highway continued to be blocked until 25 October. Source learned from local residents that dairy delivery carts daily proceeded on this road before 7:30 a.m. for pedestrian traffic, a footpath was built through forest districts 278, 277, and 275. A single-story temporary building the purpose of which could not be determined was observed between the taxiway and the fence on the east side of the field. A bunker, which appeared not to have been used for an extended period, was seen near this building. At least 12 dogs were last observed on 21 October in the kennel between the AA emplacement in the southern portion of the field and the fuel dump.³

- 25X1 1. [redacted] Comment. Two fighter regiments and a fighter division headquarters are stationed at Laerz airfield. [redacted]
- 25X1 2. [redacted] Comment. Various reports indicated that the engines of alert planes are warmed up in the morning and evening. Occasionally even short test flights were observed. It is believed that these measures are taken in accordance with prevailing temperatures.
- 25X1 3. [redacted] Comment. Construction work done at the field or still going on there is indicated on the attached sketch furnished by source. The sketch also shows the course of the fence around the field and the location of the concrete aircraft parking strip in the southwestern portion of the field.

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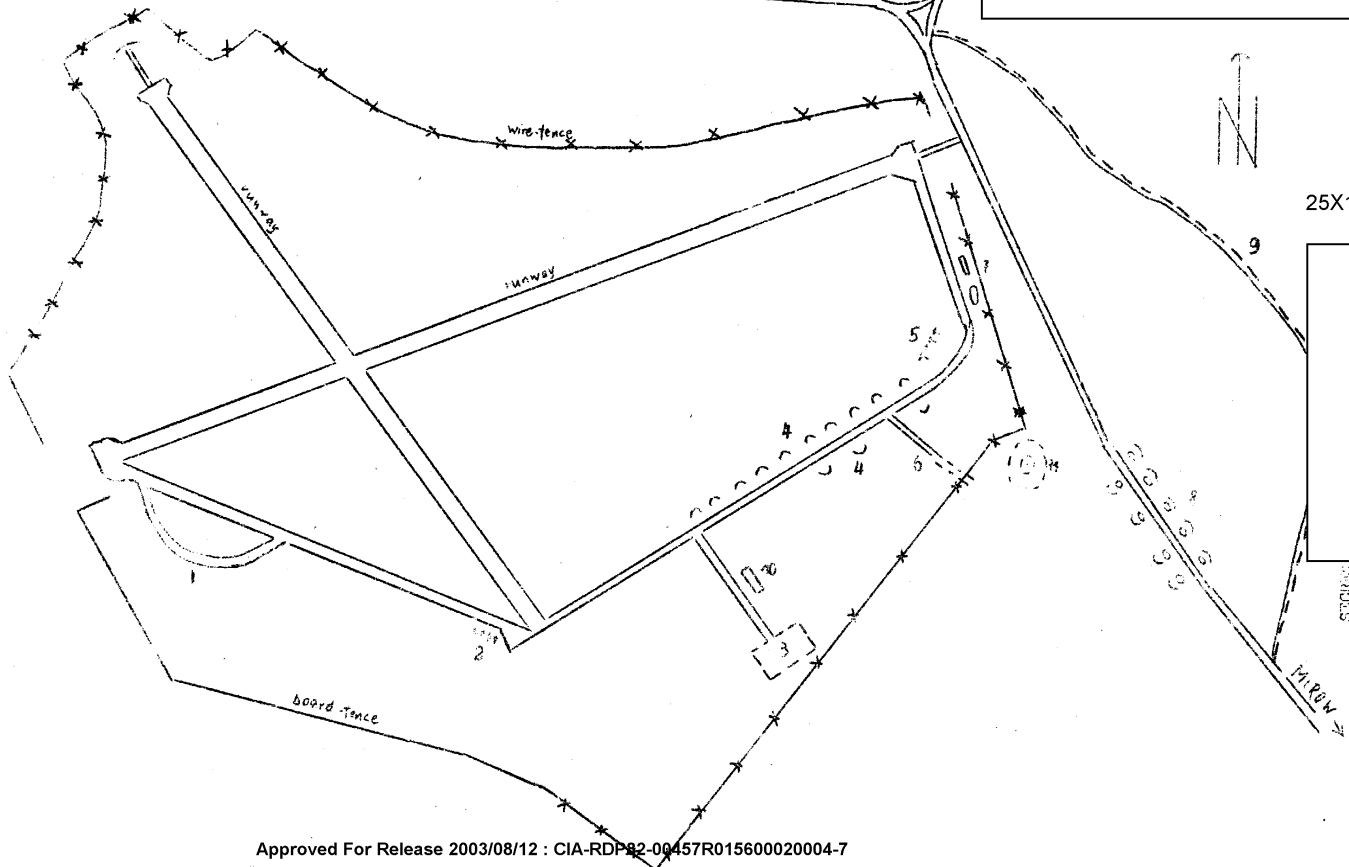
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Laoz Airfield

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Legend.

1. Curved taxiway in the southwestern portion of the field.
2. Previous parking site for alert planes.
3. Fuel dump.
4. New aircraft revetments.
5. Present parking site for alert planes.
6. New road.
7. Single-story temporary building and old bunker.
8. German hardstands with new revetments.
9. Rerouted road.
10. New guardhouse.

25X1

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